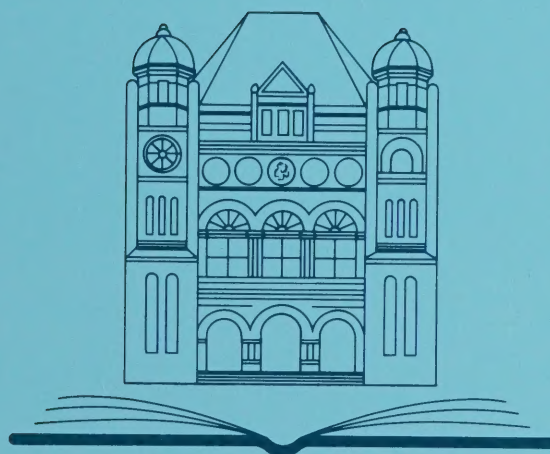


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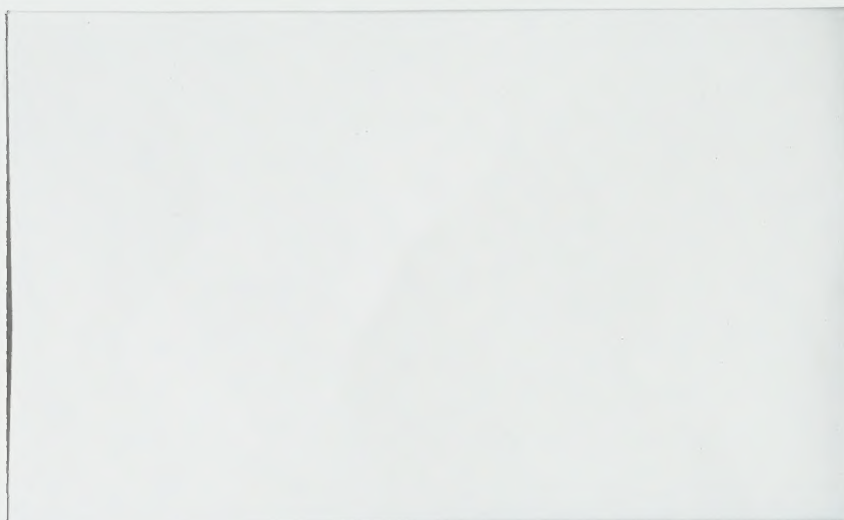
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**COMPARISON OF THE PROVINCIAL
AND FEDERAL ELECTORAL
BOUNDARIES IN ONTARIO**

Current Issue Paper #180



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October 1996

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INTRODUCTION

On 1 October 1996 the Harris government introduced Bill 81, the *Fewer Politicians Act*, into the Legislature. This bill would replace the electoral boundaries of the existing 130 ridings represented in the Legislature, with the new electoral boundaries of the 103 Ontario seats in the House of Commons. This paper compares these two sets of electoral boundaries. It describes how the boundaries of each provincial riding would be affected if they were replaced by the boundaries of the relevant federal riding or ridings.

The boundaries of the 103 Ontario seats in the House of Commons are contained in a representation order proclaimed on 8 January 1996. These will be the boundaries contested in the next federal election in Ontario, if the dissolution of Parliament for that election occurs one year after the date of proclamation. If dissolution occurs before that date, the boundaries contested will be those of the 99 Ontario seats contested in the 1993 election.

For the purposes of this paper, the provincial electoral map is divided into five regions: northern Ontario (15 seats); eastern Ontario (25 seats); the Niagara-Golden Horseshoe (28 seats); Metropolitan Toronto (30 seats); and western Ontario (32 seats). This is the conventional allocation of the 130 seats, commonly employed by commentators on Ontario politics as well as MPPs themselves. This regional distribution is also reflected on the colour coded wallmap showing the election results prepared by the Ontario Secondary School Teachers' Federation (OSSTF) after every election, which is widely circulated among MPPs and their staff.

This paper should be read in conjunction with the electoral maps for the existing provincial seats and the new Ontario seats in the House of Commons. These maps were prepared by Elections Ontario and Elections Canada respectively. If Members do not have their own copies of the provincial maps, or the atlas containing the federal maps, they may view them in the Legislative Library. If Members want photocopies of the provincial or federal maps for their region, please call Legislative Research at 325-3675. We would like to thank Elections Ontario and Elections Canada for permission to reproduce the maps.¹

This paper relies on the official descriptions of the boundaries prepared by Elections Ontario and Elections Canada which accompany the maps. In analyzing the impact of the federal ridings' boundaries on the provincial, this paper often refers to a street or avenue's "production" as described in the maps. A production of a street simply means a projection of the street across

¹ Non-Legislative Assembly clients can obtain the federal atlas from Elections Canada or federal government bookstores. They can obtain a version of the provincial electoral map from the Ontario Government Bookstore.

the territory described, such as a body of water, a railway track, or a commercial location.

The reader will note that on the federal maps, a population figure appears at the top of each official description, beneath the name of the riding. These population figures are derived from the 1991 census.

It is interesting to note that the regional distribution of seats on the provincial and new federal electoral maps are similar, as the table below indicates.

Regional Distribution of Provincial and Federal Seats in Ontario

Region	Seats in the Ontario Legislature	% of Seats in the Ontario Legislature	Seats in the House of Commons	% of Ontario Seats in the House of Commons
N. Ontario	15	11.5%	10	9.7%
E. Ontario	25	19.2%	19	18.4%
Niagara-Golden Horseshoe	28	21.5%	26	25.2%
Metro Toronto	30	23%	22	21.3%
W. Ontario	32	24.6%	26	25.2%

As this paper makes clear, generally the boundaries of the provincial ridings are considerably different than the federal. This is not simply because of the number of seats. It must be remembered that the federal boundaries have been redrawn to reflect the 1991 census, pursuant to federal electoral legislation. In contrast, the provincial boundaries were promulgated in 1986, on the basis of the 1981 census. There is no doubt that if the boundaries of the 130 seats were based upon the 1991 census population, the new boundaries would be different.

THE NORTH

Provincial Riding of Kenora - This riding is absorbed into the federal riding of Kenora-Rainy River, which encompasses all of the provincial riding of Kenora, most of the provincial riding of Rainy River, and a portion of the provincial riding of Lake Nipigon.

Provincial Riding of Rainy River - This riding is divided between two federal ridings.

The territory east and south of the following line (in the southeast), is absorbed into the federal riding of Thunder Bay-Atikokan. The line begins in the south at the intersection of the southern limit of the Territorial District of Rainy River with the 4th Meridian Line; proceeds north until it meets the southern boundary of the Township of Atikokan; proceeds west along the Township's southern border, to its southwest corner; proceeds north along the western border of the Township and its northerly production, up to the northern limit of the Territorial District of Rainy River; and finally proceeds east along this limit, until its intersection with the riding's eastern boundary.

The rest of the riding is absorbed into the federal riding of Kenora-Rainy River.

Provincial Riding of Fort William - This riding is absorbed into the federal riding of Thunder Bay-Atikokan.

Provincial Riding of Port Arthur - This riding is split between two federal ridings.

The line dividing the two halves commences on the riding's northern boundary, at the intersection of Dog Lake with the northern boundary of the Township of Fowler. The dividing line proceeds west, south and east along the northern and western boundaries of the Township respectively, to the Kaministiquia River; proceeds south along the River to the northern boundary of the Township of Oliver; proceeds east along the northern boundary of the Township of Oliver to the northwest corner of the City of Thunder Bay; proceeds east and south along the northern and eastern limits of the City respectively, to Highway No. 17; proceeds southwest along the Highway to Balsam Street; proceeds north along Balsam to Wardrope Avenue; proceeds west along Wardrope to a hydro-electric transmission line near Hilldale Road; proceeds southwest and south along this transmission line to Pioneer Drive; proceeds east along Pioneer Drive to Valley Street; proceeds southeast along Valley Street to Highway No. 17; proceeds southwest along the Highway to the Harbour Expressway; proceeds east along the Expressway, Main Street and its easterly production (or projection, as explained in the Introduction), to the eastern limit of the City of Thunder Bay; proceeds southwest, east, and south along the eastern limit of the City, to the southeast angle on the eastern limit of the City situated easterly of Welcome Islands; and finally proceeds in the direction S45°00'E to the Canada - United States boundary.

The territory west of this line is absorbed into the federal riding of Thunder Bay-Atikokan; the territory east, into the federal riding of Thunder Bay-Nipigon.

Provincial Riding of Lake Nipigon - This riding is split among four federal ridings:

I) All of the riding north of the Albany River is absorbed into the federal riding of Kenora-Rainy River.

I(a) On the west side, the territory north and west of the following line is also absorbed into the federal riding of Kenora-Rainy River. The line commences at the intersection of the 6th Base Line with the western border of the Territorial District of Thunder Bay (southeast of Sioux Lookout); proceeds east along the Base Line to the southeast corner of the Township of Bertrand; proceeds north along the eastern boundaries of the Townships of Bertrand, McLaurin, Furlonge, Fletcher and Bulmer, to the northeast corner of the Township of Bulmer; and finally proceeds north along the undesignated meridian line, to its intersection with the Albany River.

II) In the southwest, the territory south and west of the following line is absorbed into the federal riding of Thunder Bay-Atikokan. The line commences at the intersection of the riding's western boundary with the 6th Base Line; proceeds east along the Base Line to longitude 90°00'W (east of Harmon Lake, west of Lake Nipigon); proceeds south along longitude 90°00'W to its most southern intersection with the Dog River; proceeds south along the Dog River to the western shore of Dog Lake; and finally proceeds south along the western shore of Dog Lake until it meets the riding's southern boundary.

III) In the east, the territory east of the following line is absorbed into the federal riding of Algoma. The line commences on the riding's border with the neighbouring provincial riding of Algoma, at the southwest corner of the Township of Downer; proceeds west, to a line drawn due south from the southeast corner of the Township of Bain; proceeds due south, to a line drawn due west from the southwest corner of the Township of McGill; proceeds due east, to longitude 86°00'W; proceeds south along longitude 86°00'W to the White River; proceeds west along the River to the northern shore of Lake Superior; and finally proceeds in the direction S45°00'W to the Canada - United States boundary.

IV) The rest of the riding (its largest part), is absorbed into the federal riding of Thunder Bay-Nipigon.

Provincial Riding of Algoma - This riding is absorbed into the federal riding of Algoma.

Provincial Riding of Algoma-Manitoulin - This riding is also absorbed into the federal riding of Algoma.

Provincial Riding of Sault Ste. Marie - This is identical to the federal riding of the same name.

Provincial Riding of Nickel Belt - This riding is split among three federal ridings.

I) In the west, the territory west of the following line is absorbed into the federal riding of Algoma. The line commences at the intersection of the riding's northern boundary with the northeast corner of the Township of Shenango; then proceeds south, along the eastern boundaries of the Townships of Shenango, Lemoine, Carty, Pinogami, Biggs, Rollo, Swayze, Cunningham, Blamey, Shipley, Singapore, Burr and Edighoffer (the southern boundary of the last Township lies on the riding's southern boundary).

I(a) In the southwest, a portion of the riding south and west of the following line is also absorbed into the federal riding of Algoma. The line commences at the northwest corner of the Township of Acheson; proceeds east along the northern boundaries of the Townships of Acheson, Venturi and Ermatinger, until the northeast corner of the latter Township; at this corner, proceeds south along the eastern boundaries of the Townships of Ermatinger and Totten, to the western limit of the Regional Municipality of Sudbury; and finally proceeds south along the western boundary, until it meets the riding's southern boundary.

II) In the east, the territory east of the following line is absorbed into the federal riding of Timiskaming-Cochrane. The line begins at the northwest corner of the Township of Stull; and then proceeds south, along the western boundaries of the Townships of Stull, Valin, Cotton, Beresford, and Creelman, until it reaches the latter Township's southwest corner (which lies on the riding's southern boundary).

III) The rest of the riding is absorbed into the federal riding of Nickel Belt.

Provincial Riding of Sudbury - On both the provincial and federal electoral maps, the City of Sudbury is a separate riding. However, each map defines the boundaries of the City riding differently. The federal riding is slightly larger than the provincial. For both, the western and eastern boundaries are the City limits. The northern and southern boundaries differ.

In the federal riding, the southern border (proceeding from east to west) runs along Highway 69, Long Lake Road, and the northern boundary of the Township of Broder. In the provincial riding, the southern border runs along the southern boundaries (proceeding east to west) of the City wards 1,6,5 and 8. The southern border of the provincial riding is slightly further north than the federal.

In the federal riding, the northern border is the City limit. In the provincial riding, the northern border is further south, running along the boundaries of City wards (proceeding west to east) 4 and 7, and Lasalle Boulevard.

Provincial Riding of Sudbury East - This riding is split between two federal ridings.

The line dividing the two halves commences at the northwest corner of the Township of Street, on the riding's northern boundary; proceeds south along the western boundaries of the Townships of Street, Awrey and Hawley, to the southwest corner of the latter Township; proceeds east along the southern boundary of the Township of Hawley to the northeast corner of the Township of Hendrie; proceeds south along the eastern boundaries of the Townships of Hendrie and Hoskin to the northwest corner of the Township of Cosby, Mason and Martland; and finally proceeds south along this Township's western boundary to the riding's southern boundary.

The territory west of this line is absorbed into the federal riding of Nickel Belt; the territory east, into the federal riding of Timiskaming-Cochrane.

Provincial Riding of Timiskaming - This riding is split between two federal ridings.

In the northwest, the territory west of the following line is absorbed into the federal riding of Nickel Belt. The line commences at the northeast corner of the Township of Douglas, on the riding's northern boundary; and then proceeds south along the eastern boundary of the Townships of Douglas and Geikie (the latter's southern boundary rests on the riding's southern boundary).

The rest of the riding is absorbed into the federal riding of Timiskaming-Cochrane.

Provincial Riding of Cochrane South - This riding is split between two federal ridings. The dividing line is the eastern boundary of the City of Timmins. The territory west of this line is absorbed into the federal riding of Timmins-James Bay; the territory east, into the federal riding of Timiskaming-Cochrane.

Provincial Riding of Cochrane North - This riding is split between two federal ridings.

In the southeast, the territory east and south of the following line is absorbed into the federal riding of Timiskaming-Cochrane. The line begins at the southeast corner of the Township of Prosser, on the riding's southern boundary; proceeds north along the eastern boundaries of the Townships of

Prosser, Lucas, Beck and Ottaway to the southern boundary of the Township of Clute; proceeds west and north along the southern and western boundaries respectively of the Township of Clute to the southeast corner of the Township of Colquhoun; proceeds north along the eastern boundary of this Township to the southwest corner of the Township of Marven; and finally proceeds east along the southern boundaries of the Townships of Marven, Thorning, Potter, Sangster, Bragg, Newman, Tomlinson, Hurtubise and St. Laurent, to the riding's eastern boundary.

The rest of the riding is absorbed into the federal riding of Timmins-James Bay. With the exception of the southeastern boundary, the provincial riding's boundaries are identical to those of this federal riding.

Provincial Riding of Nipissing - This riding is split between two federal ridings.

The dividing line between the two halves commences at the northeast corner of the Township of Mulock, on the riding's northern boundary; proceeds south along the Township's eastern boundary to the northern limit of the City of North Bay; proceeds west along the City's northern limit to the northeast corner of Nipissing Indian Reserve No. 10; proceeds west and south along the northern boundary of the Reserve to the eastern boundary of the Township of Springer; proceeds south along the Township's eastern boundary, to the southeast corner; and finally proceeds in the direction S45°00'E across Lake Nipissing to the riding's southern boundary.

The territory west and south of this line is absorbed into the federal riding of Timiskaming-Cochrane; the territory east and south, into the federal riding of Nipissing.

EASTERN ONTARIO

Provincial Riding of Prescott and Russell - This riding is split between two federal ridings.

In the northwest, the territory encompassed by the following line is absorbed into the federal riding of Gloucester-Carleton. The line commences at the intersection of Innes Road with the western boundary of the Township of Cumberland (which rests on the riding's western boundary); proceeds north along this western boundary until it meets the southern shore of the Ottawa River; proceeds east along the shore of the River to the northerly production of Trim Road; proceeds south along this production and Trim Road to Innes Road; and finally proceeds west along Innes Road back to the point of commencement (this is more clearly shown on the federal than on the provincial electoral map).

The rest of the riding is absorbed into the federal riding of Glengarry-Prescott-Russell, becoming that riding's northern half.

Provincial Riding of S-D-G & East Grenville (formerly Stormont, Dundas and Glengarry) - This riding is split among three federal ridings.

I) In the east, that part of the County of Glengarry in the riding is absorbed into the federal riding of Glengarry Prescott-Russell.

II) In the west, the Townships of Edwardsburgh, Oxford-on-Rideau, and South Gower are absorbed into the federal riding of Leeds-Grenville.

III) In the center, the rest of the riding is joined together with the provincial riding of Cornwall, to form the federal riding of Stormont-Dundas.

Provincial Riding of Cornwall - This riding is absorbed into the federal riding of Stormont-Dundas, becoming that riding's southern half. As noted above, it is joined together with the central segment of the provincial riding of S-D-G & East Grenville, which forms the federal riding's northern half.

Provincial Riding of Leeds-Grenville - Except on its eastern boundary, this riding's boundaries are identical to those of the federal riding of Leeds-Grenville. In the east, the federal riding also contains the Townships of Oxford-on-Rideau, Edwardsburgh, and South Gower (as noted above, these Townships form the western end of the provincial riding of S-D-G & East Grenville).

The Ottawa Area

Provincial Riding of Carleton East - This riding is split among three federal ridings.

I(a) In the northwest, the Village of Rockcliffe Park is absorbed into the federal riding of Ottawa-Vanier.

I(b) Also absorbed into the federal riding of Ottawa-Vanier is the territory north of the following line. The line commences at the intersection of the southeastern boundary of Rockcliffe Park with the Vanier City Limit; proceeds east and south along the City Limit until its intersection with Montreal Road; proceeds east along Montreal Road, until Highway No. 17; proceeds east along Highway No. 17 until its intersection with Green's Creek; proceeds north along Green's Creek to its northerly extremity, and then due north to the interprovincial boundary.

I(c) In the west, south of the territory described above, the territory encompassed by the following line comprises the southern end of the federal

riding of Ottawa-Vanier. The line commences at that point on the riding's western boundary which lies on the Queensway; proceeds east along the Queensway until it intersects Blair Road; proceeds south on Blair Road until it meets Innes Road; proceeds west on Innes Road until it intersects a transmission line situated east of Meadowvale Lane; proceeds south along the transmission line until it meets the Ottawa City Limit; and finally proceeds northwest along the City Limit until it meets the Queensway at the point of commencement.

II) Also in the west, a small portion of territory comprising the southwest corner of Ottawa International Airport is absorbed into the federal riding of Ottawa South. That portion is north of a line which commences at the western end of Leitrim Road, as it is marked on the provincial electoral map; proceeds west to a point due south of Limebank Road (which lies along the riding's boundary); and finally proceeds north until it meets the riding's boundary on Limebank Road.

III) The rest of this provincial riding is absorbed into the federal riding of Gloucester-Carleton, becoming that riding's core territory. (The federal riding also includes the northwest corner of the provincial riding of Prescott and Russell, which becomes the federal riding's northeast corner; and a small portion of the provincial riding of Ottawa-Rideau, east of the Ottawa International Airport).

Provincial Riding of Ottawa East - This riding is absorbed into the federal riding of Ottawa-Vanier.

Also added to the federal riding of Ottawa-Vanier is territory contained in the provincial riding of Carleton East (see above).

Provincial Riding of Ottawa Centre - This riding is absorbed into the federal riding of Ottawa Centre, becoming that riding's core territory.

The federal riding also includes territory in its southern end contained in the provincial riding of Ottawa-Rideau; and on its west side, it includes territory contained in the provincial riding of Ottawa West. These differences are outlined below.

Provincial Riding of Ottawa-Rideau - This provincial riding is split among five federal ridings.

I) In the northeast, the territory east and north of the following line is absorbed into the federal riding of Ottawa Centre, becoming that riding's southern end. The line commences at the intersection of Baseline Road on the northern boundary of the riding with Fisher Avenue; proceeds south along the limit between the Cities of Nepean and Ottawa, to the point where the limit meets

the Rideau River; and finally proceeds east along the River, until it reaches the riding's boundary.

II) The southeast corner of the riding is absorbed into the federal riding of Gloucester-Carleton. This corner is composed of the territory south and east of the following line. The line commences at the intersection of Conroy Road (on the riding's eastern boundary) with Davidson Road; proceeds west along Davidson, Lester Road and its westerly production to the CPR railway line; and finally proceeds south along the line to the riding's southern boundary (this is shown on the federal but not the provincial electoral map).

III) In the west, the territory encompassed by the following line is absorbed into the federal riding of Nepean-Carleton. The line commences at the juncture of the Rideau River and Black Rapids Creek; proceeds west along Black Rapids Creek to Woodruffe Avenue; proceeds north along Woodruffe Avenue to the CNR railway line; proceeds east along the railway line to Merivale Road; proceeds north along Merivale Road to the westerly production of the northern boundary of the National Capital Commission buffer zone situated north of Merivale Acres Business Park, as shown on Reference Plan 4R-508; proceeds east along the westerly production, the northern boundary of the buffer zone and its easterly production, to the eastern limit of the City of Nepean; and finally proceeds south down the Rideau River to the point of commencement (this is shown on the federal but not the provincial electoral map).

IV) In the northwest, the territory north and west of the following line is absorbed into the federal riding of Ottawa West-Nepean. The line begins at the intersection of Baseline Road on the riding's northern boundary with Fisher Avenue; proceeds south along the limit between the Cities of Nepean and Ottawa to the point where the limit meets the easterly production of the northern boundary of the National Capital Commission buffer zone; proceeds west along this easterly production of the northern boundary, the northern boundary, and then the boundary's westerly production, to Merivale Road; and finally proceeds south along Merivale Road until it meets the CNR line (this is shown on the federal but not the provincial electoral map).

V) The remainder of the riding, comprising its central area, is absorbed into the federal riding of Ottawa South, becoming that riding's southern half.

Provincial Riding of Ottawa West - This riding is split between two federal ridings.

The northeast corner is absorbed into the federal riding of Ottawa Centre; the remainder becomes the southeastern end of the federal riding of Ottawa West-Nepean. The dividing line commences at the intersection of the riding's eastern boundary with the Queensway; proceeds west along the Queensway,

until its intersection with Maitland Avenue; proceeds north along Maitland, to Sherbourne Road; proceeds north along Sherbourne Road, to its intersection with Richmond Road; and from this point, proceeds in the direction N30°00'W to the interprovincial boundary.

Provincial Riding of Ottawa South - This riding is absorbed into the federal riding of Ottawa South, becoming that riding's top half.

The bottom half of the federal riding is contained in the provincial riding of Ottawa-Rideau (see above). In addition, a small portion from the southwest of the provincial riding of Carleton East (at Ottawa International Airport) becomes the southwest corner of this federal riding (see above).

Provincial Riding of Nepean - This riding is split between two federal ridings.

The line dividing the two sections commences at the intersection of the riding's western boundary with Highway No. 417; proceeds east until the intersection with Richmond Road; proceeds southwest along Richmond Road, until the intersection with the CNR line; proceeds east along the railway line, until it meets the riding's eastern boundary.

The territory north of this line is absorbed into the federal riding of Ottawa West-Nepean; the territory south, into the federal riding of Nepean-Carleton.

Provincial Riding of Carleton - This riding is split between two federal ridings.

The bottom half of the riding, consisting of the Townships of Goulbourn, Rideau and Osgoode, is absorbed into the federal riding of Nepean-Carleton, becoming that riding's bottom half and northwestern end. The top half of this provincial riding, consisting of the City of Kanata and the Township of West Carleton, is absorbed into the federal riding of Lanark-Carleton, becoming that riding's northeastern end.

West of Ottawa

Provincial Riding of Lanark-Renfrew - This riding is split between two federal ridings.

The southern half of the riding, which is the County of Lanark, constitutes the western half of the federal riding of Lanark-Carleton. (The northeastern end of this federal riding is composed of the City of Kanata and the Township of West Carleton, which are contained in the provincial riding of Carleton - see above). The rest of this provincial riding (its northern end), is absorbed into the federal riding of Renfrew-Nipissing-Pembroke.

Provincial Riding of Renfrew North - This riding is absorbed into the federal riding of Renfrew-Nipissing-Pembroke. (As noted above, this federal riding also contains territory in the provincial riding of Lanark-Renfrew; and as noted below, territory in the provincial riding of Parry Sound).

Provincial Riding of Parry Sound - This riding is split among three federal ridings.

I) In the east, the territory east of the following line is absorbed into the federal riding of Renfrew-Nipissing-Pembroke. The line commences at the southwest corner of the Township of Preston; proceeds north along the western boundaries of the Townships of Preston, Dickson, and Anglin, to the southeast corner of the Township of Lister; proceeds west, north and east around the southern, western, and northern boundaries respectively of this Township; and finally proceeds east along the northern boundary of the Township of Deacon to the riding's eastern boundary.

II(a) In the center, the Townships of Nipissing, North Himsworth, and South Himsworth (located in the northeast corner of the District of Parry Sound) are absorbed into the federal riding of Nipissing.

II(b) Also absorbed into the federal riding of Nipissing is the territory west of the territory absorbed into the federal riding of Renfrew-Nipissing-Pembroke (see above), and east of the Townships of North Himsworth and South Himsworth, as well as east of the following line. The line commences at the northeast corner of the Township of Laurier; and then proceeds south along the eastern boundaries of the Townships of Laurier, Joly, and Kearney, to the southeast corner of the latter, which rests on the riding's southern boundary.

III) The rest of the riding is absorbed into the federal riding of Parry Sound-Muskoka, becoming that riding's northern half. (This federal riding also includes territory contained in the provincial ridings of Muskoka-Georgian Bay and Victoria-Haliburton).

Provincial Riding of Prince Edward-Lennox-South Hastings (formerly Prince Edward-Lennox) - This riding is split between two federal ridings.

In the northeast, the following Townships are absorbed into the federal riding of Hastings-Frontenac-Lennox and Addington: the Townships of Richmond, North Fredricksburgh, South Fredricksburgh, Adolphustown, and Ernestown. The rest of this riding is joined together with the provincial riding of Quinte (minus the City of Trenton), to form the federal riding of Prince Edward-Hastings.

Provincial Riding of Quinte - As noted above, this riding, minus the City of Trenton, is absorbed into the federal riding of Prince Edward-Hastings.

Provincial Riding of Frontenac-Addington - Excluding the Township of Kingston, this riding is absorbed into the federal riding of Hastings-Frontenac-Lennox and Addington, becoming that riding's eastern half. The Township of Kingston is absorbed into the federal riding of Kingston and the Islands.

Provincial Riding of Northumberland - The boundaries of this riding are identical to the boundaries of the federal riding of Northumberland, with one exception: the federal riding also includes the City of Trenton, which is contained in the provincial riding of Quinte, as noted above.

Provincial Riding of Hastings-Peterborough - This riding is split among three federal ridings.

I) In the east, the territory east of the following line is absorbed into the federal riding of Hastings-Frontenac-Lennox and Addington. The line commences at the northwest corner of the riding at the northwest corner of the Township of Bangor, Wicklow and McClure; and proceeds south along the western boundaries of this Township, and the Townships of Herschel, Faraday, Wollaston, Marmora and Lake, and Rawdon, down to the southwest corner of the latter Township.

II) In the southwest, the following Townships are absorbed into the federal riding of Peterborough: the Townships of Belmont and Methuen, Dummer, Asphodel, Douro, and Otonabee.

III) In the northwest, the following Townships are absorbed into the federal riding of Victoria-Haliburton: the Townships of Chandos, Burleigh and Anstruther, Galway and Cavendish, and Harvey.

Provincial Riding of Peterborough - This riding is split between two federal ridings. On the west side, the Township of Cavan and the Village of Millbrook are absorbed into the federal riding of Victoria-Haliburton. The rest of the riding is absorbed into the federal riding of Peterborough, becoming that riding's west side.

Provincial Riding of Victoria-Haliburton - This riding is split between two federal ridings. The following territory in the riding's north end is absorbed into the federal riding of Parry Sound-Muskoka: the Townships of Sherborne, McClintock, Livingstone, Lawrence and Nightingdale. The rest of the riding is absorbed into the federal riding of Victoria-Haliburton.

Provincial Riding of Kingston and the Islands - This riding's eastern and southern boundaries are identical to those of the federal riding of Kingston and

the Islands. On the riding's west side, Amherst Island is not contained in the federal riding of Kingston and the Islands, but instead in the federal riding of Hastings-Frontenac-Lennox and Addington. In the north, the federal riding includes the Township of Kingston, which is contained in the provincial riding of Frontenac-Addington.

Provincial Riding of Durham East - This riding is split among three federal ridings.

- I) In the northeast, the Township of Manvers is absorbed into the federal riding of Victoria-Haliburton.
- II) In the southwest, the part of the Town of Whitby contained in the riding, defined as that part of the Town lying north of Taunton Road, is absorbed into the federal riding of Whitby-Ajax.
- III) The rest of the riding becomes the core territory of the federal riding of Durham. This federal riding also includes the northeast corner of the City of Oshawa, contained in the provincial riding of Oshawa (see the section below on the provincial riding of Oshawa).

Provincial Riding of Durham-York - This riding is split among four federal ridings.

- I) In the northeast, the Township of Brock is absorbed into the federal riding of Victoria-Haliburton.
- II) In the south, the Township of Uxbridge is absorbed into the federal riding of Pickering-Ajax-Uxbridge, becoming that riding's northern half.
- III) In the southwest, the Town of Whitchurch-Stouffville is absorbed into the federal riding of Oak Ridges, becoming that riding's northern end.
- IV) The rest of the provincial riding (i.e., the Town of East Gwillimbury, the Town of Georgina, and Georgina Island Indian Reserve No. 33), is absorbed into the federal riding of York North, becoming that riding's eastern half.

NIAGARA - GOLDEN HORSESHOE

Surrounding Metropolitan Toronto

Provincial Riding of Oshawa - This riding is split between two federal ridings.

- I) In the northeast, the territory east of the following line is absorbed into the federal riding of Durham. The line commences at the northwest corner of the

riding; proceeds south along Ritson Road North until its intersection with Rossland Road East; proceeds east along Rossland until its intersection with Harmony Road North; proceeds south on Harmony until its intersection with King Street East; and finally proceeds east on King, until it meets the riding's eastern boundary.

II) The rest of the riding is absorbed into the federal riding of Oshawa, becoming that riding's core territory. The northwest corner of the federal riding of Oshawa also includes territory contained in the provincial riding of Durham Centre, as noted below.

Provincial Riding of Durham Centre - This riding is split between two federal ridings. The northeast corner of the riding, comprising part of the City of Oshawa, is absorbed into the federal riding of Oshawa, becoming that riding's top end. The rest of the riding is absorbed into the federal riding of Whitby-Ajax.

Provincial Riding of Durham West - This riding is split between two federal ridings. In the southeast corner, that part of the Town of Ajax lying south of Kingston Road is absorbed into the federal riding of Whitby-Ajax, becoming that riding's southwest corner. The rest of the riding (i.e., the Town of Ajax north of Kingston Road, and the Town of Pickering), is absorbed into the federal riding of Pickering-Ajax-Uxbridge, becoming that riding's southern half. (The northern half of the federal riding of Pickering-Ajax-Uxbridge is the Township of Uxbridge, as noted above).

Provincial Riding of Markham - This riding is split among three federal ridings. The southeast portion becomes a federal riding in its entirety.

I) In the southeast, the territory east and south of the following line becomes the federal riding of Markham. The line commences at the intersection of Highway No. 404 with Steeles Avenue East; proceeds north along the Highway to 16th Avenue; and proceeds east along 16th Avenue to the provincial riding's eastern boundary.

II) In the southwest, the territory west of Highway No. 404 is absorbed into the federal riding of Thornhill, becoming that riding's eastern end.

III) In the north, the territory north of 16th Avenue is absorbed into the federal riding of Oak Ridges.

Provincial Riding of York Centre - This riding is split among three federal ridings.

I) In the southeast, that part of the City of Vaughan encompassed by the following line is absorbed into the federal riding of Thornhill, becoming that

riding's western half. The line commences at the intersection of Steeles Avenue West (the riding's southern boundary) with Yonge Street; proceeds west along Steeles until it meets Highway No. 400; proceeds north along Highway No. 400 to Rutherford Road; proceeds east along Rutherford Road to Bathurst Street (i.e., the western limit of the Town of Richmond Hill); and finally proceeds south and east along the western and southern limits of the Town of Richmond Hill, until the latter meets Yonge Street (which at this point is the riding's eastern boundary).

II) In the northeast, the Town of Richmond Hill is absorbed into the federal riding of Oak Ridges, becoming that riding's western end.

III) In the west, the rest of the City of Vaughan contained in the riding west and north of the portion described in (I) above is absorbed into the federal riding of Vaughan-Aurora, becoming that riding's southern half.

Provincial Riding of York-Mackenzie (formerly York-North) - This riding is split between two federal ridings. The Town of Newmarket, and that part of the Township of King west of Newmarket and north of the allowance for road between lots 25 and 26, concessions II to XII, as shown on plans for the Township of King, is absorbed into the federal riding of York North, becoming that riding's western half. The rest of the riding is absorbed into the federal riding of Vaughan-Aurora, becoming that riding's northern half.

Provincial Riding of Brampton North - This riding is split among three federal ridings.

I) In the west, all of the territory west of McLaughlin Road is absorbed into the federal riding of Brampton West-Mississauga (McLaughlin is a north-south road visible on the federal but not the provincial electoral map).

II) In the centre, all of the territory between McLaughlin Road and Dixie Road is absorbed into the federal riding of Brampton Centre, becoming that riding's northern end.

III) In the east, the rest of the riding (i.e., all of the territory east of Dixie Road) is absorbed into the federal riding of Bramalea-Gore-Malton.

Provincial Riding of Brampton South - This riding is split among three federal ridings.

I) In the west, all of the territory west of the following line is absorbed into the federal riding of Brampton West-Mississauga. The line commences at the intersection of Highway No. 7 and Main Street; proceeds south along Main Street to Steeles Avenue West; proceeds east on Steeles until the intersection

with Kennedy Road; and finally proceeds south on Kennedy until it meets the riding's southern boundary.

II) In the centre, the territory east of the line described above, and west of Dixie Road, is absorbed into the federal riding of Brampton Centre, becoming that riding's southern half.

III) In the east, all of the territory east of Dixie Road is absorbed into the federal riding of Bramalea-Gore-Malton.

Provincial Riding of Mississauga North - This riding is split among four federal ridings.

I) In the west, the territory west of the following line is absorbed into the federal riding of Mississauga West, becoming that riding's northern half. The line commences at the riding's northwest corner; proceeds southeast along the Macdonald-Cartier Freeway (Highway No. 401) until it reaches the Credit River; and finally proceeds south along the Credit River until it reaches the provincial riding's southern boundary.

II) In the centre, the territory encompassed by the following line is absorbed into the federal riding of Brampton West-Mississauga, becoming that riding's southern end. The line commences at the intersection of Credit River with Highway No. 401; proceeds south along the Credit River until it meets the riding's southern border (i.e., Eglinton Avenue West); proceeds east along Eglinton until it intersects Highway No. 403; proceeds north up Highway No. 403 until it intersects Highway No. 401; proceeds northwest along Highway No. 401 until it intersects Highway No. 10; proceeds north up Highway No. 10 until it meets the riding's northern boundary; proceeds west along the boundary until it reaches Highway No. 401; and finally proceeds southeast along the Highway until the point of commencement.

III) In the southeast, the territory east and south of the following line is absorbed into the federal riding of Mississauga East, becoming that riding's northern end. The line commences at the intersection of Highway No. 403 with the riding's southern boundary (Eglinton Avenue West); proceeds north along the Highway until it intersects Highway No. 401; and finally proceeds southeast along Highway No. 401 until it reaches the southeast corner of the riding.

IV) The rest of the riding, east of Highway No. 10 and north of Highway No. 401, is absorbed into the federal riding of Bramalea-Gore-Malton, becoming that riding's southern end.

Provincial Riding of Mississauga East - With the exception of its southwest corner, this riding is absorbed into the federal riding of Mississauga East, becoming that riding's core territory.

The southwest corner is defined as that part of the riding south of Queensway East: this territory is absorbed into the federal riding of Mississauga South.

Provincial Riding of Mississauga West - This riding is split among four federal ridings. The largest portion of the four becomes a federal riding in its entirety.

I) In the northwest, all of the territory west of the following line is absorbed into the federal riding of Mississauga West, becoming that riding's southern end. The line commences at the intersection of the riding's western boundary (i.e., the Mississauga City Limit) with Dundas Street West; proceeds east along Dundas until it intersects the Erin Mills Parkway; proceeds north up the Parkway until it intersects Highway No. 403; proceeds east along the Highway until it intersects the Credit River (the course of the Credit River is clearly depicted on the federal but not the provincial electoral map); and finally proceeds north along the River until it meets the riding's northern border (i.e., Eglinton Avenue West).

II) In the southwest, the territory south of Dundas Street West and west of the Erin Mills Parkway is absorbed into the federal riding of Mississauga South, becoming that riding's northwest corner.

III) In the east, the territory east of Hurontario Street and south of Highway No. 403 is absorbed into the federal riding of Mississauga East.

IV) In the centre, the rest of the riding (its major portion) becomes the federal riding of Mississauga Centre.

Provincial Riding of Mississauga South - Except for its northeast corner, this riding is absorbed into the federal riding of Mississauga South, becoming that riding's core territory. The northeast corner of the riding, defined as the territory north of Queensway East, is absorbed into the federal riding of Mississauga East.

The federal riding of Mississauga South contains the provincial riding of the same name (with the exception of its northeast corner), plus some territory contained in the provincial riding of Mississauga West, as noted above.

Provincial Riding of Halton North - This riding is absorbed into the federal riding of Halton, becoming its northern half.

Provincial Riding of Halton Centre - This riding is split among four federal ridings.

I) In the southwest, the territory west of King Road is absorbed into the federal riding of Wentworth-Burlington (this north-south road is clearly demarcated on the federal but not the provincial electoral map).

II) Also in the southwest, immediately east of the territory described above, the territory encompassed by the following line is absorbed into the federal riding of Burlington. The line commences at the intersection of King Road with the riding's southern boundary (i.e., Highway No. 403); proceeds east along the Highway, until it intersects Walkers Line (Walkers Line is shown on the federal but not the provincial electoral map); proceeds north along Walkers Line, until it intersects Upper Middle Road West; proceeds west on Upper Middle Road West, until it intersects a proposed right-of-way for Highway No. 403 (this is shown on the federal but not the provincial electoral map); proceeds northeast along this right-of-way, until it intersects Dundas Street; proceeds west on Dundas, until it reaches the provincial riding's western boundary; proceeds south and west along the provincial riding's boundary, until it intersects King Road; and finally proceeds south down King Road, to the point of commencement.

III) In the southeast, the territory east of the Burlington City Limit and south of Upper Middle Road West is absorbed into the federal riding of Oakville.

IV) The rest of the riding is absorbed into the federal riding of Halton.

Provincial Riding of Oakville South- This riding is split between two federal ridings.

In the southwest, the territory west of the Burlington City Limit is absorbed into the federal riding of Burlington. The rest of the riding is absorbed into the federal riding of Oakville, becoming that riding's southern half.

(Thus, the federal riding of Oakville consists of the provincial riding minus its southwest corner, plus territory contained in the provincial riding of Halton Centre, as noted above).

Provincial Riding of Burlington South - This riding is split between two federal ridings.

The territory east of the Queen Elizabeth Way, which at this point runs north-south down the middle of the provincial riding, is absorbed into the federal riding of Burlington, becoming that riding's southern half (with the addition, in the riding's southeast corner, of territory contained in the provincial riding

of Oakville South, as noted above). The territory west of the Queen Elizabeth Way is absorbed into the federal riding of Wentworth-Burlington.

Provincial Riding of Wentworth North - This riding is absorbed into the federal riding of Wentworth-Burlington. The provincial riding consists of the Towns of Ancaster, Dundas, and Flamborough. The federal riding of Wentworth-Burlington consists of these towns, plus those parts of the City of Burlington contained in the provincial ridings of Halton Centre and Burlington South (see above).

Hamilton

There are four provincial ridings covering Hamilton; on the federal electoral map, there are three.

Provincial Riding of Hamilton Centre - This riding is split between two federal ridings. The dividing line between the two sections commences at the intersection of Wellington Street with the provincial riding's northern boundary (i.e., Hamilton Harbour); proceeds south down Wellington Street until it intersects Main Street; proceeds east on Main Street until it intersects Wentworth Avenue; and finally proceeds south on Wentworth Avenue to the riding's southern boundary.

All of the territory east of this line is absorbed into the federal riding of Hamilton East; all of the territory west, into the federal riding of Hamilton West.

Provincial Riding of Hamilton East - This riding is absorbed into the federal riding of Hamilton East, becoming that riding's core territory (on its west side, the federal riding also contains territory in the provincial riding of Hamilton Centre, as noted above).

Provincial Riding of Hamilton West - This riding is split between two federal ridings.

The dividing line commences at the intersection of the brow of Hamilton Mountain and West 5th Street (on the provincial electoral map, this intersection is located along the northeastern boundary of the riding, immediately north of Inverness Avenue); proceeds south along West 5th Street, until it intersects the Redhill Creek Expressway (this is shown on the federal but not the provincial electoral map); proceeds west along the Expressway, until it intersects Garth Street; proceeds south on Garth Street, until it intersects Stone Church Road; and finally proceeds west along Stone Church Road, until it meets the riding's western boundary.

All of the territory south and east of this line is absorbed into the federal riding of Hamilton Mountain; all of the territory west, into the federal riding of Hamilton West.

Provincial Riding of Hamilton Mountain - This riding is absorbed into the federal riding of Hamilton Mountain, becoming its core territory. The federal riding consists of the provincial riding, and in addition (on its west side) territory contained in the provincial riding of Hamilton West (see above).

The Niagara Peninsula

Provincial Riding of Wentworth East - This riding is absorbed into the federal riding of Stoney Creek, becoming that riding's core territory. The federal riding also includes the Town of Grimsby, on its east side (which is contained in the provincial riding of Lincoln, as noted below).

Provincial Riding of Lincoln - This riding is split among four federal ridings.

I) In the northwest, the Town of Grimsby is absorbed into the federal riding of Stoney Creek.

II) In the northeast, the territory east and north of the following line is absorbed into the federal riding of St. Catharines, becoming that riding's northwestern corner. The line commences at the intersection of the western limit of the City of St. Catharines (this is shown on the federal but not the provincial electoral map) with the provincial riding's northern boundary; proceeds south along the western limit of the City, until its intersection with St. Paul Street West (again, this Street is shown on the federal but not the provincial electoral map); and finally proceeds east along St. Paul Street West, until it intersects the provincial riding's eastern boundary

III) In the southeast, the Town of Pelham is absorbed into the federal riding of Niagara Centre, becoming that riding's western half.

IV) The rest of the riding is absorbed into the federal riding of Erie-Lincoln, becoming that riding's northwest corner.

Provincial Riding of St. Catharines - This riding is absorbed into the federal riding of St. Catharines, becoming that riding's northern half.

Provincial Riding of St. Catharines-Brock - This riding is split among three federal ridings.

I) In the west, the territory west and south of the following line is absorbed into the federal riding of Niagara Centre. The line commences at the intersection of the CNR line with the provincial riding's southern boundary (at

this point, the boundary is the St. Catharines City Limit); proceeds northwest along the CNR line and its spur line until it intersects Carter Creek; proceeds northwest along the Creek until it intersects the Old Welland Canal; and finally proceeds west along the Canal until it intersects the provincial riding's western boundary (this is more clearly shown on the federal than on the provincial electoral map).

II) In the northwest, the territory west and north of the line described above and east of the following line, is absorbed into the federal riding of St. Catharines, becoming that riding's southeastern corner. The line commences at the intersection of the Queen Elizabeth Way with the Welland Ship Canal; proceeds south down the Canal until it intersects York Road (i.e., the Limit of the Town of Niagara-on-the-Lake); and finally proceeds east and south along the Limit until it intersects the provincial riding's southern boundary (at this point, the boundary is the St. Catharines City Limits).

III) The rest of the riding is absorbed into the federal riding of Niagara Falls, becoming that riding's northern end.

Provincial Riding of Niagara Falls - This riding is absorbed into the federal riding of Niagara Falls, becoming that riding's middle section.

Provincial Riding of Welland-Thorold - This riding is absorbed into the federal riding of Niagara Centre, becoming that riding's eastern half.

Provincial Riding of Niagara South - This riding is split between two federal ridings.

The dividing line between the two sections commences at the intersection of the Fort Erie Town Limit with that point on the riding's boundary which is the intersection of the Niagara Falls City Limit and the Welland City Limit; and proceeds east along the Fort Erie Town Limit until it reaches the provincial riding's eastern boundary (i.e., the Niagara River).

All of the territory north of this line is absorbed into the federal riding of Niagara Falls, becoming that riding's southern end. The rest of the riding is absorbed into the federal riding of Erie-Lincoln, becoming that riding's southeast corner.

METROPOLITAN TORONTO

Provincial Riding of Scarborough North - This riding is split between two federal ridings.

In the southeast, the territory south and east of the following line is absorbed into the federal riding of Scarborough East. The line commences at the intersection of Highway No. 401 with Conlins Road (this is shown on the

federal but not the provincial electoral map); proceeds north along Conlins Road, until it intersects Sheppard Avenue East; proceeds east along Sheppard, to Twyn Rivers Drive; and finally proceeds east, north and east along Twyn Rivers Drive, to the eastern border of the provincial riding (i.e., the Scarborough City Limit).

The rest of the riding is absorbed into the federal riding of Scarborough-Rouge River, becoming that riding's core territory. Minus the southeast corner of the provincial riding as described above, the boundaries of the provincial and federal ridings are identical.

Provincial Riding of Scarborough-Agincourt - This riding is absorbed into the federal riding of Scarborough-Agincourt. (The federal riding contains this provincial riding, plus territory to the south contained in the provincial riding of Scarborough-Ellesmere, as noted below).

Provincial Riding of Scarborough-Ellesmere - This riding is split among three federal ridings.

I) In the northwest, the territory north and west of the following line is absorbed into the federal riding of Scarborough-Agincourt. The line commences at the intersection of Ellesmere Road with the provincial riding's western boundary; proceeds east on Ellesmere Road, until it intersects the CNR line; and finally proceeds north on the CNR line to the riding's northern boundary.

II) In the east, the territory east and south of the following line is absorbed into the federal riding of Scarborough East. The line commences at the intersection of the provincial riding's eastern boundary (at this point, that is Highland Creek) with Ellesmere Road; proceeds west along Ellesmere Road until it intersects Scarborough Golf Club Road; and finally proceeds south on Scarborough Golf Club Road to the riding's southern boundary.

III) The rest of the riding is absorbed into the federal riding of Scarborough Centre, becoming that riding's northern half.

Provincial Riding of Scarborough West - This riding is split between two federal ridings. The dividing line is Eglinton Avenue West. All of the territory south of this line is absorbed into the federal riding of Scarborough Southwest, becoming that riding's western half. All of the territory north of this line is absorbed into the federal riding of Scarborough Centre, becoming that riding's southwestern corner.

Provincial Riding of Scarborough East - This riding is split between two federal ridings.

I) In the southwest, the territory west of the following line is absorbed into the federal riding of Scarborough Southwest, becoming that riding's northeast corner. The line commences at the intersection of Markham Road (the provincial riding's western border) with Kingston Road; proceeds northeast along Kingston until it intersects the CNR line; and finally proceeds west along the CNR line until it meets Markham Road.

II) The rest of the riding is absorbed into the federal riding of Scarborough East, becoming that riding's core territory. (This federal riding also includes territory contained in the provincial ridings of Scarborough North and Scarborough-Ellesmere, as noted above).

Provincial Riding of Scarborough Centre - This riding is split among three federal ridings.

I) In the north, the territory north of Eglinton Avenue East is absorbed into the federal riding of Scarborough Centre, becoming that riding's southeast corner.

II) In the southeast, the territory east of the following line is absorbed into the federal riding of Scarborough East. The line commences at the intersection of Markham Road (the provincial riding's eastern boundary) with Hill Crescent (this is shown on the federal but not the provincial electoral map); proceeds southwest along Hill Crescent and its southwesterly production to Bellamy Ravine Creek; and finally proceeds southeast along Bellamy Ravine Creek and its southeasterly production to the riding's eastern boundary.

III) The rest of the riding south of Eglinton Avenue East is absorbed into the federal riding of Scarborough Southwest, becoming that riding's eastern half (along with territory contained in the provincial riding of Scarborough East, as noted above).

Provincial Riding of Oriole - This riding is split between two federal ridings.

I(a) In the north, the territory north of the following line is absorbed into the federal riding of Willowdale, becoming that riding's northeastern corner. The line commences at the intersection of Finch Avenue East with Leslie Street, on the provincial riding's western boundary; proceeds east along Finch until it intersects the Don Valley Parkway on the east side of the riding (this is shown on the federal but not the provincial electoral map); proceeds north along the Parkway until it intersects a hydro-electric transmission line; and finally proceeds east along this line until it intersects the riding's eastern boundary (i.e., Victoria Park Avenue), south of McNicoll Avenue.

I(b) In the southwest, the territory west of the following line is also absorbed into the federal riding of Willowdale. The line commences at the intersection of the western boundary of the provincial riding (i.e., Leslie Street) with the

Don River; and then proceeds south along the Don, until it meets the riding's southern boundary.

II) The rest of the riding is absorbed into the federal riding of Don Valley East, becoming its northern half.

Provincial Riding of Willowdale - This riding is split among three federal ridings.

I) In the east, the territory east of the following line is absorbed into the federal riding of Don Valley East, becoming that riding's northwestern corner. The line commences at the intersection of the Don River with the provincial riding's eastern boundary (i.e., Leslie Street); proceeds north along the River, until it meets Finch Avenue; and finally proceeds east along Finch, until it meets the riding's eastern boundary.

II) In the southwest, the territory west of the following line is absorbed into the federal riding of York Centre, becoming that riding's southeastern end. The line commences at the intersection of the Don River West Branch with the provincial riding's western boundary (i.e., Bathurst Street); and then proceeds southeast along the River until it meets the riding's southern border (i.e., the Macdonald-Cartier Freeway).

III) The rest of the riding is absorbed into the federal riding of Willowdale, becoming that riding's core territory. (The federal riding also contains territory contained in the provincial riding of Wilson Heights in the northwest, and in the provincial riding of Oriole in the northeast).

Provincial Riding of Wilson Heights - This riding is split among three federal ridings.

I) In the northeast, the territory east of the following line is absorbed into the federal riding of Willowdale. The line commences at the intersection of Bathurst Street with Finch Avenue West; proceeds north on Bathurst until it meets Drewry Avenue; proceeds east on Drewry until it meets Chelmsford Avenue (this is shown on the federal but not the provincial electoral map); proceeds north on Chelmsford to Greenwin Village Road; proceeds west along Greenwin Village Road to Village Gate; and finally proceeds north on Village Gate to the provincial riding's northern boundary (i.e., Steeles Avenue West).

II) In the south, the territory south of the Macdonald-Cartier Freeway (Highway No. 401) is absorbed into the federal riding of Eglinton-Lawrence.

III) The rest of the riding is absorbed into the federal riding of York Centre, becoming that riding's eastern half (along with territory contained in the provincial riding of Willowdale, as noted above).

Provincial Riding of York Mills - This riding is split among three federal ridings.

I) In the west, the territory west of Yonge Street is absorbed into the federal riding of Eglinton-Lawrence.

II) In the east, the territory east of the following line is absorbed into the federal riding of Don Valley East. The line commences at the intersection of Leslie Street with the provincial riding's northern boundary; proceeds south down Leslie Street to the intersection with the CNR line; proceeds south down the CNR line to the intersection with Don Mills Road; and finally proceeds south down Don Mills Road until it meets the riding's southern boundary.

III) The rest of the riding is absorbed into the federal riding of Don Valley West, becoming that riding's northern half.

Provincial Riding of Don Mills - This riding is split among three federal ridings.

I) In the west, the territory west of the following line is absorbed into the federal riding of Don Valley West. The line commences at the intersection of Don Mills Road with the provincial riding's northern boundary (i.e., Lawrence Avenue East); proceeds south along Don Mills Road until it intersects the CPR line; proceeds northeast along the railway line until it meets the Don River East Branch; proceeds south down the River until it meets the City of North York City Limit; proceeds south and west along the City Limit until it meets the Don Valley Parkway; and finally proceeds south on the Parkway until it meets the riding's southern boundary.

II) In the east, the territory encompassed by the following line is absorbed into the federal riding of Don Valley East. The line commences at the intersection of the City of North York City Limit with the Don River East Branch; proceeds east along the City Limit until it meets the provincial riding's eastern boundary (i.e., Victoria Park Avenue); proceeds north and west along the east and northern boundaries of the riding respectively, until the intersection of Don Mills Road with the northern boundary; proceeds south on Don Mills Road until it meets the CPR line; proceeds northeast along the railway line until it meets the Don River East Branch; and finally proceeds south along the River until the point of commencement.

III) The rest of the riding is absorbed into the federal riding of Beaches-Woodbine, becoming that riding's northeast corner.

Provincial Riding of York East - This riding is split among three federal ridings.

I) In the north, the territory north of the following line is absorbed into the federal riding of Don Valley West, becoming that riding's southern end. The line commences at the intersection of the CPR railway line with the provincial riding's western boundary; proceeds northeast along the CPR line until it meets Millwood Rd.; proceeds south on Millwood until it intersects the Don River; and finally proceeds east along the River until it meets the riding's eastern boundary.

II) In the southeast, the territory east of the following line is absorbed into the federal riding of Beaches-Woodbine. The line commences at the intersection of the northeasterly production of Coxwell Boulevard with Taylor Creek, the provincial riding's eastern boundary (this is shown on the federal but not the provincial electoral map); proceeds southwest along the production and the Boulevard, to Coxwell Avenue; and finally proceeds south on Coxwell Avenue until it reaches the riding's southern boundary (i.e., the East York Borough Limit).

III) The rest of the riding is absorbed into the federal riding of Broadview-Greenwood, becoming that riding's northern end.

Provincial Riding of Riverdale - This riding is absorbed into the federal riding of Broadview-Greenwood, becoming that riding's southern half. (The federal riding also contains portions of the provincial riding of York East on its north side, and of Beaches-Woodbine on its east side).

Provincial Riding of Beaches-Woodbine - This riding is split between two federal ridings.

I) The territory west of the following line is absorbed into the federal riding of Broadview-Greenwood. The line commences at the intersection of Greenwood Avenue with Gerrard Street East; proceeds east along Gerrard, until it meets Coxwell Avenue; and then proceeds north up Coxwell, until it intersects the CNR line on the provincial riding's western boundary.

II) The rest of the riding is absorbed into the federal riding of Beaches-Woodbine, becoming that riding's southern half.

Provincial Riding of St. George-St. David - This riding is split between two federal ridings.

I) The territory west of the following line is absorbed into the federal riding of St. Paul's. The line commences at the intersection of Yonge Street with the CPR line; proceeds north along Yonge Street to Woodlawn Avenue East; proceeds east along Woodlawn to the western limit of the Rosehill Reservoir; proceeds north along the western limit of the Reservoir to Rosehill Avenue;

proceeds east along Rosehill Avenue and its easterly production to the ravine situated east of Avoca Avenue; and finally proceeds north along the ravine to the southern limit of the Mount Pleasant Cemetery (i.e., the provincial riding's northern boundary).

II) The rest of the riding is absorbed into the federal riding of Toronto Centre-Rosedale, becoming that riding's eastern half.

Provincial Riding of Eglinton - This riding is split among three federal ridings.

I) In the south, the territory south of the following line is absorbed into the federal riding of St. Paul's, becoming that riding's eastern end. The line commences at the intersection of Duncannon Drive with Eglinton Avenue West; proceeds east along Eglinton until it intersects Yonge Street; proceeds north along Yonge, until it meets Broadway Avenue (this is shown on the federal but not the provincial electoral map); and finally proceeds east on Broadway until it meets the provincial riding's eastern boundary (i.e., the Toronto City Limit).

II) In the northeast, the territory east of the following line is absorbed into the federal riding of Don Valley West. The line commences at the intersection of Yonge Street with the riding's northern boundary; proceeds south down Yonge until it meets Broadway Avenue; and then proceeds east on Broadway until it meets the provincial riding's eastern boundary.

III) The rest of the riding is absorbed into the federal riding of Eglinton-Lawrence, becoming that riding's southeastern corner.

Provincial Riding of St. Andrew-St. Patrick - This riding is split among four federal ridings.

I) In the southeast, the territory east and south of the following line is absorbed into the federal riding of Toronto Centre-Rosedale, becoming that riding's northwest corner. The line commences at the intersection of the CPR line with the provincial riding's eastern boundary (i.e., Yonge Street); proceeds west along the CPR line to its intersection with Avenue Road; proceeds south along Avenue Road, around Queen's Park and the Parliament Buildings on their west side; and finally continues south along University Avenue until it meets the riding's southern boundary (i.e., College Street).

II) In the southwest, the territory south of the CPR line and west of the territory described above is absorbed into the federal riding of Trinity-Spadina, becoming that riding's northeast corner.

III) In the north, the territory north of Eglinton Avenue West is absorbed into the federal riding of Eglinton-Lawrence.

IV) The rest of the riding is absorbed into the federal riding of St. Paul's, becoming that riding's middle section.

Provincial Riding of Lawrence - This riding is split between two federal ridings. The dividing line between the two halves is the CNR line running north-south through the riding. All of the territory east of this line is absorbed into the federal riding of Eglinton-Lawrence; all of the territory west is absorbed into the federal riding of York South-Weston, becoming that riding's northern half.

Provincial Riding of Oakwood - This riding is split among four federal ridings.

I) In the northwest, the territory west of the CNR line is absorbed into the federal riding of York South-Weston.

II) In the west, the territory west and south of the following line is absorbed into the federal riding of Davenport, becoming that riding's northern end. The line commences at the intersection of the CNR line with Eglinton Avenue West; proceeds east along Eglinton until it intersects Dufferin Street; proceeds south down Dufferin until it intersects Rogers Road; proceeds east along Rogers Road until it intersects Oakwood Avenue (this is shown on the federal but not the provincial electoral map); proceeds south on Oakwood until it intersects with Holland Park Avenue; proceeds east on Holland until it intersects Winona Drive; and finally proceeds south on Winona until it meets the provincial riding's southern boundary (i.e., the Toronto City Limit).

III) In the north, the territory encompassed by the following line is absorbed into the federal riding of Eglinton-Lawrence, becoming that riding's southwest corner. The line commences at the intersection of the CNR line with the provincial riding's northern boundary, in the northwest; proceeds east along the northern boundary and then south, to where the eastern boundary intersects the York City Limit; proceeds south along the City Limit until it intersects Eglinton Avenue West; proceeds east along Eglinton until it intersects Winona Drive; proceeds south along Winona Drive to Holland Park Avenue; proceeds west along Holland Park Avenue to Oakwood Avenue; proceeds north along Oakwood to Rogers Road; proceeds west along Rogers to Dufferin Street; proceeds north up Dufferin to Eglinton Avenue West; proceeds west along Eglinton to its intersection with the CNR line; and finally proceeds north along the line to the point of commencement.

IV) The rest of the riding is absorbed into the federal riding of St. Paul's.

Provincial Riding of Dovercourt - This riding is split among three federal ridings.

I) In the northeast, the territory east and north of the following line is absorbed into the federal riding of St. Paul's, becoming that riding's southwest corner. The line commences at the intersection of Winona Drive with the provincial riding's northern boundary (i.e., the Toronto City Limit) (Winona Drive is marked on the federal but not the provincial electoral map); proceeds south on Winona until it meets Davenport Road; proceeds west on Davenport until it meets Ossington Avenue; proceeds south on Ossington until it intersects the CPR line; and finally proceeds east along the CPR line until it meets the riding's eastern boundary (i.e., Bathurst Street).

II) In the southeast, all of the territory east and south of the following line is absorbed into the federal riding of Trinity-Spadina. The line commences at the intersection of Dovercourt Road and the provincial riding's southern boundary (i.e., Bloor Street West); proceeds north along Dovercourt until it intersects the CPR line; and finally proceeds east along the CPR line until it meets the riding's eastern boundary.

III) The rest of the riding (its western half) is absorbed into the federal riding of Davenport.

Provincial Riding of Fort York - This riding is split between two federal ridings.

The dividing line between the two halves commences at the intersection of University Avenue with the provincial riding's northern boundary (at this point, that is Carlton Street); proceeds south along University until it meets Front Street West; proceeds east along Front Street until it meets York Street; and finally proceeds south on York Street and its southerly production until it reaches Toronto Harbour.

All of the territory east of this line, as well as the Toronto Islands, are absorbed into the federal riding of Toronto Centre-Rosedale. All of the territory west is absorbed into the federal riding of Trinity-Spadina.

Provincial Riding of Parkdale - This riding is split among three federal ridings.

I(a) In the southeast, all of the territory south and east of the following line is absorbed into the federal riding of Trinity-Spadina, becoming that riding's southwest corner. The line commences at the intersection of the southerly production of Atlantic Avenue with the Gardiner Expressway; proceeds west along the Expressway until it meets the southerly production of Spencer Avenue (this is shown on the federal but not the provincial electoral map); and

finally proceeds south along the southerly production of Spencer Avenue until it meets Lake Ontario.

I(b) In the northeast, the territory east of Dovercourt Road is also absorbed into the federal riding of Trinity-Spadina, on its west side.

II) In the west, all of the territory west of the CNR line which runs diagonally through the riding from the northwest to the southeast, and which is not absorbed into the federal riding of Trinity-Spadina (see above), is absorbed into the federal riding of Parkdale-High Park, becoming that riding's southeast corner.

III) The rest of the riding (east of the CNR line, and west of Dovercourt Road), is absorbed into the federal riding of Davenport, becoming that riding's southern end.

Provincial Riding of High Park-Swansea - This riding is split among three federal ridings.

I) In the northeast, all of the territory east of the CNR line running from St. Clair Avenue West southeast down to Bloor Street West is absorbed into the federal riding of Davenport, on its west side.

II) In the north, all of the territory between the intersection of the CPR and CNR railway lines is absorbed into the federal riding of York South-Weston, becoming that riding's southeastern tip.

III) The rest of the riding is absorbed into the federal riding of Parkdale-High Park, becoming that riding's central core.

Provincial Riding of York South - This riding is split between two federal ridings. The dividing line between the two sections commences at the intersection of the CPR line with the provincial riding's southwestern boundary (i.e., the Humber River), and proceeds east along the CPR line across the riding, to the eastern boundary (i.e., the City of York City Limit).

All of the territory south of this line is absorbed into the federal riding of Parkdale-High Park, becoming that riding's northwest corner. All of the territory north of the line is absorbed into the federal riding of York South-Weston, becoming that riding's southwestern half.

Provincial Riding of Yorkview - This riding is absorbed into the federal riding of York West, becoming that riding's western half.

Provincial Riding of Downsview - This riding is split between two federal ridings. The dividing line between the two halves commences at the

intersection of the provincial riding's eastern boundary (at this point, that is Dufferin Street) with Sheppard Avenue West; proceeds west along Sheppard to Keele Street; proceeds north along Keele to Grandravine Drive (this is shown on the federal but not the provincial electoral map); and finally proceeds west along Grandravine Drive until it meets the riding's western boundary (i.e., Jane Street).

All of the territory north of this line is absorbed into the federal riding of York West, becoming that riding's eastern end; all of the riding south, is absorbed into the federal riding of York Centre, becoming that riding's western half.

Provincial Riding of Etobicoke-Rexdale - This riding is absorbed into the federal riding of Etobicoke North. The only difference in the boundaries between these two ridings is that the federal riding's southeastern corner includes territory in the provincial riding of Etobicoke-Humber, as noted below.

Provincial Riding of Etobicoke-Humber - This riding is split among three federal ridings.

I) In the north, all of the territory north of the following line is absorbed into the federal riding of Etobicoke North, becoming that riding's southeastern end. The line commences at the intersection of Dixon Road with the provincial riding's northwestern boundary (i.e., the Macdonald Cartier Freeway); proceeds east along Dixon Road until it meets Royal York Road; proceeds south along Royal York Road until it meets La Rose Avenue (this is shown on the federal but not the provincial electoral map); and finally proceeds east along La Rose Avenue and its easterly production to the riding's eastern boundary (i.e., the Etobicoke City Limit).

II) In the south, all of the territory south of the following line is absorbed into the federal riding of Etobicoke-Lakeshore, becoming that riding's northeastern corner. The line commences at the intersection of Mimico Creek with the provincial riding's western boundary (i.e., Kipling Avenue); proceeds southeast along the Creek until it intersects the CPR line; proceeds northeast along the CPR line until it intersects Dundas Street West; and finally proceeds northeast along Dundas Street West until it meets the riding's eastern boundary.

III) The rest of the riding is absorbed into the federal riding of Etobicoke Centre, becoming that riding's eastern half.

Provincial Riding of Etobicoke West - This riding is split between two federal ridings. The dividing line commences at the intersection of Burnhamthorpe Road with Highway No. 427; proceeds south on Highway No. 427 until it meets Dundas Street West; and finally proceeds west along

Dundas until it meets the provincial riding's western boundary (i.e., Etobicoke Creek).

All of the riding south and east of this line is absorbed into the federal riding of Etobicoke-Lakeshore, becoming that riding's northwest corner. All of the territory north of this line becomes the western half of the federal riding of Etobicoke Centre.

Provincial Riding of Etobicoke-Lakeshore - This riding is absorbed into the federal riding of Etobicoke-Lakeshore, becoming that riding's core territory. (In the north, the federal riding includes territory contained in the provincial ridings of Etobicoke West and Etobicoke-Humber, as noted above).

WESTERN ONTARIO

Provincial Riding of Muskoka-Georgian Bay - This riding is split between two federal ridings. The territory south of the Severn River is absorbed into the federal riding of Simcoe North. The rest of the riding north of the Severn is absorbed into the federal riding of Parry Sound-Muskoka.

Provincial Riding of Simcoe East - This riding is split between two federal ridings. The Township of Flos is absorbed into the federal riding of Simcoe-Grey. The rest of the riding becomes the core territory of the federal riding of Simcoe North. The federal riding includes this provincial riding (minus the Township of Flos), plus that part of the provincial riding of Muskoka-Georgian Bay lying south of the Severn River (see above).

Provincial Riding of Simcoe Centre - This riding is split between two federal ridings. The Township of Vespra in the north is absorbed into the federal riding of Simcoe-Grey. The rest of the riding is identical to the federal riding of Barrie-Simcoe.

Provincial Riding of Simcoe West - This riding is absorbed into the federal riding of Simcoe-Grey.

Provincial Riding of Dufferin-Peel - This riding is absorbed into the federal riding of Dufferin-Peel-Wellington-Grey, becoming that riding's core territory. (This federal riding also includes territory contained in the provincial ridings of Wellington and Grey-Owen Sound, as noted below).

Provincial Riding of Guelph - This riding is absorbed into the federal riding of Guelph-Wellington, becoming that riding's core territory. The provincial riding consists of the City of Guelph; the federal riding of Guelph-Wellington consists of the City, plus the Townships of Eramosa, Guelph, and Puslinch, which are contained in the provincial riding of Wellington (see below).

Provincial Riding of Wellington - This riding is split among three federal ridings.

Ia) In the east, the Townships of West Luther (including the Village of Arthur) and Erin are absorbed into the federal riding of Dufferin-Peel-Wellington-Grey.

Ib) In the north, the Town of Mount Forest is also absorbed into the federal riding of Dufferin-Peel-Wellington-Grey.

II) In the south, the Townships of Eramosa, Guelph and Puslinch are absorbed into the federal riding of Guelph-Wellington.

III) The rest of the riding is absorbed into the federal riding of Waterloo-Wellington.

Provincial Riding of Grey-Owen Sound (formerly Grey) - This riding is split among three federal ridings.

I) In the southeast, the Townships of Egremont and Proton are absorbed into the federal riding of Dufferin-Peel-Wellington-Grey.

II) In the east, the Townships of Artemesia, Collingwood and Osprey are absorbed into the federal riding of Simcoe-Grey.

III) The rest of the riding is absorbed into the federal riding of Bruce-Grey.

Provincial Riding of Bruce - This riding is split between two federal ridings.

The dividing line between the two halves commences at the southwest corner of the Township of Carrick; proceeds north along the western boundaries of the Townships of Carrick, Brant and Elderslie to the southern limit of the Village of Paisley; proceeds east, north and west along the southern, eastern and northern limits of the Village respectively, to the western boundary of the Township of Elderslie; proceeds north along the western boundaries of the Townships of Elderslie and Arran to the northern boundary of the Township of Saugeen; proceeds northwest along the northern boundary of the Township of Saugeen to the eastern limit of the Town of Southampton; proceeds north and northwest along the eastern and northern limits of the Town to its most northern corner on the northern limit of the Township of Saugeen; and finally proceeds northwest along the northern limit of the Township of Saugeen and its northwesterly production to the Canada - United States international boundary.

The territory east of this line is absorbed into the federal riding of Bruce-Grey; the territory west, into the federal riding of Huron-Bruce.

Provincial Riding of Huron - This riding is absorbed into the federal riding of Huron-Bruce, becoming that riding's western half.

Provincial Riding of Perth - This riding is absorbed into the federal riding of Perth-Middlesex, becoming that riding's eastern half (the federal riding's western half is the northern end of the provincial riding of Middlesex, as noted below).

Provincial Riding of Waterloo North - This riding is split between two federal ridings. The provincial riding consists of the City of Waterloo, plus the Townships of Wellesley and Woolwich. These Townships are absorbed into the federal riding of Waterloo-Wellington. The City of Waterloo is absorbed into the federal riding of Kitchener-Waterloo.

Provincial Riding of Kitchener - This riding is split between two federal ridings.

The dividing line commences at the intersection of the Conestoga Parkway and Victoria Street, on the provincial riding's east side; proceeds west along Victoria Road to Lawrence Avenue (this is shown on the federal but not the provincial electoral map); proceeds south along Lawrence Avenue to Highland Road West; proceeds west along Highland Road West to the riding's western boundary (i.e., the Kitchener City Limit). The territory north of this line is absorbed into the federal riding of Kitchener-Waterloo; the territory south, into the federal riding of Kitchener-Centre.

Provincial Riding of Kitchener-Wilmot - This riding is split among four federal ridings.

I) In the west, the Township of Wilmot is absorbed into the federal riding of Waterloo-Wellington.

II) In the east, the territory north of the following line, and south of Highway No. 7, is absorbed into the federal riding of Kitchener Centre. The line commences at the intersection of Conestoga Parkway with the northerly production of Strasburg Road; proceeds south along the production and Strasburg Road to Block Line Road; proceeds east along Block Line Road and its easterly production to its intersection with the CNR line; proceeds southeast, east and northeast along the CNR line, until its intersection with Highway No. 8; and finally proceeds southeast along Highway No. 8, until its intersection with the Grand River (this is more clearly shown on the federal than on the provincial electoral map).

III) In the northeast, all of the territory north of Highway No. 7 is absorbed into the federal riding of Kitchener-Waterloo, becoming that riding's southeast corner.

IV) In the southeast, all of the territory east of the following line is absorbed into the federal riding of Cambridge. The line commences at the intersection of the provincial riding's southern boundary with Homer Watson Boulevard; proceeds northwest along this Boulevard until it intersects Doon Village Road; proceeds northwest along Doon Village Road until it intersects Homer Watson Boulevard; proceeds east along the Boulevard until it intersects Huron Road; proceeds east along Huron Road and its easterly production until the latter meets the Grand River; and finally proceeds east along the River until it meets the riding's eastern boundary (i.e., the Kitchener City Limit).

Provincial Riding of Cambridge - This riding is absorbed into the federal riding of Cambridge, becoming that riding's eastern half.

Provincial Riding of Brantford - This riding is absorbed into the federal riding of Brant, becoming its core territory. The provincial riding consists exclusively of the City of Brantford; the federal riding of Brant includes the City, plus the Town of Paris, and the Townships of Brantford and South Dumfries (see below).

Provincial Riding of Brant-Haldimand - This riding is split among four federal ridings.

I) In the north, that part of the Township of North Dumfries not lying within the geographic Township of Beverly is absorbed into the federal riding of Cambridge (see above).

II) In the south, the Town of Dunnville is absorbed into the federal riding of Erie-Lincoln.

III) The Townships of Burford, Oakland and Onondaga, as well as Six Nations Indian Reserve No. 40 and New Credit Indian Reserve No. 40A, are absorbed into the federal riding of Haldimand-Norfolk-Brant.

IV) The rest of the riding (the town of Paris and the Townships of South Dumfries and Brant) are absorbed into the federal riding of Brant, as noted above.

Provincial Riding of Norfolk - Minus the Town of Tillsonburg in the northwest, this riding is absorbed into the federal riding of Haldimand-Norfolk-Brant, becoming that riding's western half. Tillsonburg is absorbed into the federal riding of Oxford, as noted below.

Provincial Riding of Oxford - The boundaries of this riding are identical to the boundaries of the federal riding of Oxford, with one exception on the south side. The provincial riding is the County of Oxford, but excluding the Town of Tillsonburg; the federal riding is the entire County, including Tillsonburg.

Provincial Riding of Middlesex - This riding is split among three federal ridings.

I) In the north, all of the territory north of the following line is absorbed into the federal riding of Perth-Middlesex, becoming that riding's western end. The line commences at the intersection of the southwest corner of the Township of McGillivray with the provincial riding's northwestern boundary (i.e., the Ausable River); proceeds east along the Township's southern boundary until it meets the northwest corner of the Township of East Williams; proceeds south and east along that Township's western and southern boundaries respectively, until it meets the western corner of the Township of Lobo; proceeds southeast and northeast along this Township's western and southern boundaries respectively, until the latter meets the western limit of the City of London; proceeds east, north, east and south around the limits of the City to the southern boundary of the Township of West Nissouri; and finally, proceeds east along the Township's southern boundary until it meets the riding's eastern boundary (i.e., the eastern boundary of the County of Middlesex).

II) In the southwest, all of the territory west of the following line is absorbed into the federal riding of Lambton-Kent-Middlesex, becoming that riding's eastern border. The line commences at the intersection of the southwest corner of the Township of McGillivray with the riding's northwestern boundary; proceeds east along the Township's southern boundary to the northwest corner of the Township of East Williams; proceeds south and east along the western and southern boundaries of the Township of East Williams to the most western corner of the Township of Lobo; proceeds southeast and generally south along the southwestern boundary of the Township of Lobo, and then the western boundary of the Township of Delaware, to the riding's southern boundary (i.e., the southern limit of the Township of Middlesex).

III) The rest of the riding is absorbed into the federal riding of Elgin-Middlesex-London (in that riding's north end).

London

Provincial Riding of London North - This riding is split between two federal ridings.

The dividing line between the two halves commences at the intersection of Wonderland Road with the riding's northern boundary (i.e., the London City

Limit); proceeds south on Wonderland Road, until it intersects Oxford Street; proceeds east along Oxford Street, until it intersects Wharncliffe Road North; and finally proceeds south to the provincial riding's southern boundary (i.e., the Thames River). All of the territory west of this line is absorbed into the federal riding of London West; all of the territory east, into the federal riding of London-Adelaide.

Provincial Riding of London Centre - This riding is split among three different federal ridings.

I) In the east, all of the territory east of the following line is absorbed into the federal riding of London-Fanshawe. The line commences at the intersection of Highbury Avenue with Oxford Street; proceeds south on Highbury until it meets the Thames River; proceeds northwest along the Thames until it reaches the London and Port Stanley Electric Railway (the CNR line on the provincial electoral map); and finally proceeds south along the railway line until it intersects the provincial riding's southern boundary (at this point, that is Commissioners Road).

II) In the southwest, all of the territory west of the CNR line described above, and south of the Thames River, is absorbed into the federal riding of London West.

III) The rest of the riding (west of Highbury Avenue and north of the Thames River), is absorbed into the federal riding of London-Adelaide, becoming that riding's southern end.

Provincial Riding of London South - This riding is split among three federal ridings.

I) In the southeast, all of the territory south of the following line is absorbed into the federal riding of Elgin-Middlesex-London. The line commences at the intersection of the provincial riding's boundary with Exeter Road; proceeds east along Exeter to Meg Drive; proceeds north along Meg Drive to Jalna Boulevard; proceeds west along Jalna to Ernest Avenue; proceeds north along Ernest to Bradley Avenue; proceeds east along Bradley to the Wenige Expressway (Highway No. 126); proceeds north along the Expressway to the westerly production of Arran Place; proceeds east along the westerly production of Arran Place, along Arran Place itself, then its easterly production; and then to Bradley Avenue, until the latter meets the riding's eastern boundary (i.e., the London City Limit).

II) All of the territory north of the line described above, and south of the following line, is absorbed into the federal riding of London-Fanshawe, becoming that riding's western end. The line commences at the intersection of Commissioners Road with the CNR line, on the provincial riding's

northeastern boundary; proceeds west along Commissioners Road to Wharncliffe Road; and then proceeds south down Wharncliffe Road until it meets the riding's southern boundary.

III) The rest of the riding is absorbed into the federal riding of London West.

Southwestern Ontario (west of London)

Provincial Riding of Elgin - This riding is absorbed into the federal riding of Elgin-Middlesex-London, becoming that riding's southern half.

Provincial Riding of Sarnia - This riding is absorbed into the federal riding of Sarnia-Lambton, becoming that riding's northern end.

Provincial Riding of Lambton - This riding is split between two federal ridings.

All of the territory north and west of the following line is absorbed into the federal riding of Sarnia-Lambton. The line commences at the intersection of the southwest corner of the Township of Sombra with the provincial riding's western boundary (i.e., the St. Clair River); proceeds east along the southern boundary of the Township of Sombra until the southeast corner of the Township; and finally proceeds north along the eastern boundaries of the Townships of Sombra, Moore, and Sarnia, to the shore of Lake Huron. The rest of the riding is absorbed into the federal riding of Lambton-Kent-Middlesex.

Provincial Riding of Chatham-Kent - This riding is absorbed into the federal riding of Lambton-Kent-Middlesex, becoming that riding's southern end, with one exception: on the riding's south side, the City of Chatham is absorbed into the federal riding of Kent-Essex.

Provincial Riding of Essex-Kent - This riding is split between two federal ridings.

The dividing line between the two halves commences at the intersection of the northeastern corner of the Township of Tilbury North with the riding's northern boundary (i.e., the Thames River); proceeds south along the eastern boundary of the Township of Tilbury North, and then the western boundary of the Township of Tilbury East, until the latter meets the northern boundary of the Township of Romney; proceeds west and south along the northern and western boundaries of Romney respectively, until the latter meets the northern boundary of the Village of Wheatley; proceeds around the Village, along its western and southern side, and continues south along the western boundary of the County of Kent, to the shore of Lake Erie.

All of the territory east of this line is absorbed into the federal riding of Kent-Essex. (The federal riding includes this territory, plus the Town of Leamington and Township of Mersea to the west, which are contained in the provincial riding of Essex South; and the City of Chatham, contained in the provincial riding of Chatham-Kent). All of the territory in the riding west of this line is absorbed into the federal riding of Essex, becoming that riding's northern end.

Provincial Riding of Essex South - This riding is split between two federal ridings. In the east, the Town of Leamington and the Township of Mersea are absorbed into the federal riding of Kent-Essex, becoming that riding's western end. The rest of the riding is absorbed into the federal riding of Essex, becoming that riding's western half.

Windsor

Provincial Riding of Windsor-Sandwich - This riding is split between two federal ridings.

The dividing line is the Windsor City Limit, which crosses the riding west to east. The territory north of this line is absorbed into the federal riding of Windsor West, becoming that riding's western half; the territory south of the line is absorbed into the federal riding of Essex, becoming that riding's northwestern corner.

Provincial Riding of Windsor-Walkerville - This riding is split between two federal ridings.

The dividing line between the two sections commences at the intersection of the north-south Langlois Avenue (shown on the federal but not the provincial electoral map) with the riding's northern boundary; proceeds south on Langlois, until it intersects Tecumseh Road East; and then proceeds east on Tecumseh, until it meets the riding's eastern boundary of the riding.

All of the territory east of this line is absorbed into the federal riding of Windsor-St. Clair, becoming that riding's northwest corner. The rest of the riding is absorbed into the federal riding of Windsor West, becoming that riding's eastern half.

Provincial Riding of Windsor-Riverside - This riding is split between two federal ridings. In the west end, the territory west of Pillette Road is absorbed into the federal riding of Windsor West, becoming that riding's west end. The rest of the riding becomes the core territory of the federal riding of Windsor-St. Clair.

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